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Attention Mrs. Mullett
Keep this study together.

August 5, 1968

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Enclosure

MEMORANDUM FOR MR. ~~WALT. W. ROSTOW~~
THE WHITE HOUSE

Subject: Civil Aviation Discussions with Italy

AV IT-US

My memorandum of July 18, 1968 advised you that Assistant Secretary Solomon, accompanied by CAB Member Minetti, would meet in Rome on July 19 and 20 with Ambassador Ortona and General Santini, Italian Director General of Civil Aviation, to try to reach an informal understanding on the principal elements to be included in a new bilateral air transport agreement. These meetings were held, and some progress was made in communicating more clearly the route desires and the limitations of each side. However, no definitive conclusions were reached.

The enclosed memorandum summarizes the meetings of July 19 and 20.

AV 4 IT-US

D. T. Clyatton for
Benjamin H. Read
Executive Secretary

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Enclosure:
Memorandum

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MEMORANDUM

Civil Aviation Discussions with Italy

Rome, July 19-20, 1968

1. Both Italy and the United States had expected to work out the general outlines of a new route exchange at the Rome informal discussions on July 19 and 20. This did not prove possible because the Italian and US route estimates prepared in a technical meeting two weeks earlier were too divergent. The estimates were discussed at length in Rome to try to narrow the differences. This was considered particularly important by Italy because on the basis of the US estimates, which the United States Government would use as its yardstick, a route exchange of equivalent values would not have accommodated all the routes desired by Italy. It was agreed that further technical talks would be held to re-examine the data, and new guidelines were given to the statisticians that may enable them to either adopt common estimates or to bring their estimates closer together.

2. In a concluding session the Italians reaffirmed their strong desire for new routes to Los Angeles and Tokyo (a round-the-world route) and to Atlanta and Dallas. At the same time they indicated they were inflexibly opposed to granting routes beyond Italy to Africa and Australia to the United States. They tried to play down the value of their demands by saying they would not be able to mount services beyond Los Angeles to Tokyo until 1973 or 1974.

3. We made clear to them that the route packages exchanged would need to be of substantially equal value to be acceptable to the United States. To meet their Los Angeles/Tokyo problem, we offered two alternative suggestions: First, Italy could defer the Los Angeles/Tokyo route until 1973 or 1974 and the US could make a parallel deferral of its routes to Africa and Australia. We would, of course, assign full value to all the deferred routes and the total packages would need to balance. Alternatively, we could drop out the Tokyo, Africa and Australia routes altogether and leave negotiation of those routes to some future year. The routes that remained in the package would need to be in substantial balance.

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4. We expect to have a new round of informal but substantive discussions with Italy after the route estimates have been re-examined. At that time Italy may be in position to respond to the alternative suggestions we put to them.

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